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SHIPPING ACTIVITIES ON CHINESE INLAND WATERWAYS,
JULY-NOVEMBER 1953

[Summary: Shipping on the Yangtze River averages well over 10,000 tons a day, of which over 70 percent is building materials and industrial products. In the first half of 1953, for the 28 principal kinds of cargo, the volume transported was over 2,500,000 tons. The passenger traffic averaged 400,000 persons per month.

On the Chu Chiang, the volume of shipping is 300,000 tons per month; passengers, 200,000. More than 20,000 boats are on the rivers of Kwangtung. Several important channels have been dredged.

River improvement is in progress at many points in Szechwan, resulting in expediting transportation and reducing transport costs. In Suiyuan Province, principally on the Yellow River, 530 boats are engaged in organized river transport. The Sinkiang government is surveying and dredging the I-li Ho and other rivers in the far west. Riverboats operating in Szechwan have a deadweight capacity of 370,000 tons. New ship runs are being opened.

The new harbor at T'ang-ku was used in September 1953 by 49 ships with a tonnage 13 percent greater than in the highest previous month.]

SHIPPING AT HIGH PEAK ON YANGTZE RIVER -- Tientsin, Ta Kung Pao, 22 Jul 53

Wuhan, 15 July (Hsin-hua She) -- Over 10,000 tons a day of water-borne freight are loaded or unloaded on the more than 2,800 kilometers of the shipping route between Wu-sung, near Shanghai, and I-pin in Szechwan. Over 40 percent of the traffic on the Yangtze River in 1951, by tonnage, consisted of grain, cotton, and local products. In 1953, more than 70 percent of the tonnage consists of building materials and industrial products. The amount of lime, bricks, tiles, sand, and cement transported by water in the first quarter of 1953 was three times that for the same period in 1952. The tonnage of lumber moved increased to 27 times the former figure.

Apart from goods carried on junks and wooden boats plying tributary streams, and lighters engaged within port limits, in the first half of 1953, the loadings of steamers and tug-drawn barges was 2,500,000 tons, consisting of 28 major categories of cargo. It is estimated that the total transportation load on the Yangtze River in 1953 will be 18 percent more than in 1952.

To accommodate this expanding traffic, some improvements in shipping facilities have already been made. A number of new ports have been built with warehouses, wharves, and wharf offices. Among these are: Huang-shih [115 05, 30 13], near a new and rapidly developing industrial center; Lu-chou [105 23, 28 53], deep in the southwest; Wu-hsueh [115 37, 29-51], the outlet for the traffic of seven hsien in eastern Hupeh; and Hu-k'ou [116 18, 29 44], the connecting link between traffic on the Yangtze River and on Po-yang Hu in Kiangsi.

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There are now regularly scheduled steamer runs between Hankow and Shanghai, Hankow and I-ch'ang, Hankow and Chungking, and I-ch'ang and Chungking, with sailings every other day. From 1 June 1953, the Hankow -- I-ch'ang and I-ch'ang -- Chungking runs will be operated as one continuous run. The volume of passenger traffic on the river steamers is more than 400,000 persons per month.

A great change has taken place in shipping methods. Now, 70 percent of the volume of cargo is transported by the tugs and wooden or steel barges of the Yangtze Shipping Bureau. Soviet experts are largely responsible for the extension of the use of tug-drawn barge trains. In 1952, there was a 40 percent over-all gain in shipping efficiency compared with 1951. The towing capacity in horsepower is at present five times as great as it was in 1951. Recently, boatmen on the Yangtze River have been successfully following the suggestion of Soviet advisers to use tugs to push barges instead of pull them. This makes possible an increased speed of about 20 percent, which results in substantial savings in transportation charges. Such savings range from 30 percent to 80 percent for certain kinds of cargo. For cotton yarn and cotton cloth there was a reduction of more than 70 percent in transport costs.

Four times as much money as for 1952 has been appropriated for capital construction on the Yangtze River in 1953. The plans include improved navigation signals, especially in the middle and lower sections of the river; the blasting out of rocks, particularly in the Kuan-yin Rapids; the building of an improved type of steel barge; and surveys for the installation of mechanical equipment on wharves. Much of this work is already under way.

Wuhan, 16 July (Hsin-hua She) -- Since the use of the tug towing method of water-borne freight transportation has been adopted on the Yangtze River, the Soviet advisers have introduced a new method according to which the tugs push instead of pull. This method has now been successfully tried on the section of the river between Hankow and Huang-shih, with three trains of barges, designated respectively, Kuo-hsin No 1, Kuo-yun-hao, and Hua-hsin No 3. It was found that by this method speed was 20 percent greater, and savings of from 13 percent to 15 percent in fuel consumption were effected. At present, the capacity of the tugs is greater than that of the barges available.

YANGTZE RIVER SHIPPING IN FIRST HALF OF 1953 -- Peiping, Jen-min Jih-pao, 23 Sep 53

In the first half of 1953, the volume of shipping on the Yangtze River surpassed the target planned by the government for that period as follows: for passengers by 90.3 percent, for passenger-kilometers by 46.4 percent, for freight by 21.8 percent, and for ton-kilometers by 19.1 percent.

If the freight shipments of 1950 are taken as 100, shipments for 1952 increased to 125.3; and for 1953 they are expected to reach 170.29. These increases are attributable to the greater efficiency and speed in handling ships and cargo.

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Unit	Performance in Ton-Kilometers <u>1953</u>	Increase, Comparing 1953 with 1951(%)
Steamers, per ton-day of ships' deadweight	146.6	94.3
Tugs, per horsepower-day	288.0	211.1
Barges per ton-day of barges' deadweight	45.3	53.4

In the first half of 1953, the best record made by tugs pulling upstream was 9.83 tons per horsepower; pulling downstream, 14.4 tons per horsepower.

The joint public-private operated Min-sheng Steamship Company expects in 1953 to succeed in transporting 54.6 percent more cargo than in 1952.

Another reason for greater performance is that government and party leaders consider it a part of their duties to give assistance to shipping operations by organizing the longshoremen so that much time is saved in loading and unloading operations. For instance, the efficiency of loading and unloading operations for the second quarter of 1953, compared with the same period in 1952, was 184 percent higher at Nanking, 96 percent higher at Chungking, and 79 percent higher at Chiu-chiang. At I-chang, the average quantity of cargo handled per worker per hour was 681 kilograms in April, 735 kilograms in May, and 773 kilograms in June 1953.

SHIPPING ACTIVITY ON THE CHU CHIANG -- Tientsin, Ta Kung Pao, 22 Aug 53

Canton, (Hsin-hua She) -- The volume of cargo moving up and down the Chu Chiang is more than 300,000 tons a month, and passengers number more than 200,000. May and June are considered slack months, but this year the ships never caught up with the cargo to be moved. Some 20,000 vessels, large and small, ply the rivers and channels of which Canton is the hub. The volume of cargo transported on the inland waterways of Kwangtung is greater than that carried by the railways and highways combined. The fruits for which Kwangtung is famous, such as litchi, pineapples, and bananas, are all brought in by boats, and then sent north by rail. The products of the many islands of the Chu Chiang delta are all carried by boats.

The government has done much during the past 3 years to improve the channels by dredging. Chief among these projects is the deepening of the Chen-ts'un channel, and the opening up of the Li-chiao channel. Formerly, the Li-chiao channel was the best and most widely used means of access to and from Canton. These channels may now be used even at low-water season, and further dredging is planned during the coming fall.

The Inland Waterway Bureau of the Kwangtung provincial government is trying to improve the management of waterway transport by establishing water transport offices at all the ports in the network. A number of hydrographic stations are being organized to undertake comprehensive surveys of the waterways of the delta. Adoption of the method of one tug towing a string of barges has increased the volume of transport by barges by 20-40 percent. The bureau plans to build more tugs and more barges this fall.

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INLAND RIVER SHIPPING -- Tientsin, Ta Kung Pao, 22 Jul 53

Ch'eng-tu, 19 July (Hsin-hua She) -- River improvement work is in progress at 45 places on the Wu Chiang, the Chia-ling Chiang, the Fou Chiang, the Chin-sha Chiang, and the Wei-yuan Ho, under the direction of the Szechwan Inland Waterway Shipping Bureau. This work includes the blasting out of projecting rocks, straightening the banks, improving tow paths and installing aids to navigation. In the second half of 1953 the bureau plans to increase this work by 30 percent over the first half of the year, and they have added to their staff some 40 men experienced in this type of work. This kind of work does much to increase the carrying capacity of the boats and lessens their turnaround time. As a consequence river transport charges have been reduced by 40 percent.

Chang-sha, 19 July -- Ninety percent of the 172 steamers and tugs of the Hunan inland waterway system are now using the method of towing barges suggested by the Soviet advisers. In the first half of 1953, the tonnage hauled was 39 percent greater than in the last half of 1952. The cargo consists largely of fir poles for which Hunan is famous, tung oil, rice, and nonferrous metal ores. Besides the Hsiang Chiang, Hunan has the following rivers that are navigable to some extent: the Li Shui, the Yuan Chiang, the Tzu Shui, the Hsiao Shui, and the Lei Shui; but in places they are so narrow and crooked that it is difficult to use the towing method of transportation on them.

Kuei-sui, 16 July -- Shipping on the middle reaches of the Yellow River is increasing. In 1952, more than 530 boats were engaged in organized long-distance shipping, more than three times as many as before liberation. During the 8 months of 1952, more than 60,000 tons of grain, hides, wool, and herbs were exported from the Suiyuan Province by means of river boats. Considerable amounts of lumber, coal, and machinery were brought in by river boats. Notwithstanding low water in the spring of 1953, 27,400,000 chin [one chin equals $\frac{1}{2}$ kilogram] of grain was carried by river boats to Pao-t'ou and other ports, an amount greater than in 1952. In Suiyuan, there are 1,110 kilometers of navigable waterways, and 64 comparatively large settlements at fords. Five of these have good natural wharves.

In 1952, after the organization of the Suiyuan Inland Waterway Shipping Bureau, the boatmen and shipping businessmen were organized, standard rates for charges were agreed upon, and arrangements set up for the distribution of boats and the regulation of the flow of cargo to the ports for transportation. Mutual aid groups were formed that greatly helped the boatmen over their many difficulties. One of the contributions of the bureau was to effect a reduction in the time spent tied up at the wharves awaiting loading or unloading. This increased the number of pay trips that could be made, and thus their transport capacity.

Urumchi, 19 July -- The Inland Shipping Survey Team of the Sinkiang government is already in the field making surveys of the I-li Ho and of the Ku Irtis River. The I-li Ho extends from Yeh-ma-tu past I-li, Hui-yuan, and San-tao-ho to the Sino-Soviet boundary, a navigable distance of 240 li. The Ku Irtis extends from Pu-erh-ching past K'o-pa-ho to the Sino-Soviet boundary, a navigable distance of 220 li. Hitherto because of silting and neglect there has been little navigation of these rivers except of high-water seasons. The government has plans to dredge the rivers and build wharves.

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SZECHWAN WATERWAY TRANSPORTATION ACTIVITY -- Peiping, Jen-min Jih-pao, 27 Aug 53

Large and small river boats having a deadweight capacity of nearly 370,000 tons are now in operation on the rivers of Szechwan on 76 runs aggregating 8,000 kilometers in length. Over 90 percent of these boats are wooden. The cargoes are local products consisting mainly of rice, salt, cotton, and medicinal herbs; but the volume of building materials for capital construction now amounts to over 100,000 tons a month.

To facilitate water-borne transport, the Inland Waterway Shipping Bureau of the Szechwan government, during the past 3 years, has been carrying out a systematic survey and improvement of the rivers. The improvements made include the removal of rocks, the amelioration of rapids and shoals, the construction of tow tracks, and the establishment of signals and other aids to navigation. In 1952, on 11 rivers including the Min Chiang, the T'o Chiang, the Fou Chiang, the Chia-ling Chiang, the Ch'ü Chiang, and the Fu Ho, over 1,000 individual improvements of one kind or another were made. In the second quarter of 1953, more than 100,000 meters of tow tracks were made on the Wu Chiang, the Ma-pien Ho, and on five other rivers; and 60,000 cubic meters of earth and rock work were completed.

In July 1953, after river improvements had been made, the SS Hsin-hua became the first steamer to make its way up the Wu Chiang through 30 kilometers of the Lung-t'an Gorges, past the Yen-t'an Rapids and the Ta-yin Rapids, proceeding on to the city of Lung-t'an, a distance of 300 kilometers from the Yangtze River at Fou-ling. This means that the abundant products of ten hsien, including Yen-ho and Ssu-nan hsien in Kweichow, and Yu-yang, Hsiu-shan, and Ch'ien-chiang hsien in Szechwan, will be able to reach the Yangtze River by boat. These products include tung oil, varnish, gall nuts, hemp, and other agricultural commodities.

In July 1953, unimpeded navigation by boats carrying 4 tons was resumed on the T'ang-yang Ho, in Yun-yang Hsien, Szechwan. The river had been unusable for many years. Transportation by small river boats costs 57 percent less than if done by man, horse, or camel power. Grain, coal, salt, and iron ore, to the extent of 200,000 tons a year, produced in the T'ang-yang Ho region, may now be brought to market. Work on 19 rivers, including the Pa Ho and the T'ung Ho, will be continued through 1953 by the Szechwan Shipping Bureau. It is expected that the effective water level in the T'ang-yang Ho can be raised by 0.2 meters, which will make possible doubling the amount of cargo that may be transported on it.

Tugs and barges are operating successfully on the Yangtze River between Chungking and Mu-t'ung, and on the Chia-ling Chiang between Chungking and Ho-ch'uan. Considerable savings are being realized through scheduling the boats with respect to runs, stops, use of loading and unloading facilities, and mutual assistance. Some 60 percent of the junks participate in this regimentation, which has contributed to a reduction of 20-23 percent in transport charge, even though the boatmen have gained a 6 percent raise in wages. Four dormitories for boatmen have been built at Chung-king, Ho-ch'uan, Fou-ling, and Lu-chou, that accommodate 2,400 men. A free clinic, eating places, rest tents, and classes for eliminating illiteracy, have been established at Chungking.

Due to the operation of the Ch'eng-tu -- Chungking Railway, boat traffic on certain of the rivers has been disrupted to some extent; but the government is seeking to bring about readjustments that will solve the boatmen's problems.

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SHIPPING AT T'ANG-KU HARBOR INCREASES -- Hong Kong, Ta Kung Pao, 27 Nov 53

Tientsin, 26 November (Chung-kuo Hsin-wen) -- In July 1953, the T'ang-ku Harbor Control Bureau announced a new depth of water in the harbor, and initiated new rules to expedite the handling of ships. Since that time the number of ships calling at this harbor has constantly increased. In September 1953, 49 ships entered and left the harbor; the tonnage discharged and loaded was 13 percent greater than the highest previous record for any month since 1945.

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